

MODELS: Pigman, Reed (American Flyers) LeBlond 110 7DF, Ken Royce 7F, Ken Royce 7G

T.C. NUMBER: T.C. 52

Models	LeBlond 110 7DF	Ken Royce 7F & 7G
Type	7RA	--
Rating:		
Maximum continuous, hp, rpm, at S.L.		
Pressure altitude	110-2150-S.L.	120-2225-S.L.
Take-off, hp, rpm, at full throttle	110-2150	120-2225
Fuel (minimum octane aviation gasoline)	70	73
Bore and stroke, in.	4.25 x 3.75	--
Displacement, cu. in.	372.4	--
Compression ratio	5.4:1	6.1:1
Weight (dry), lbs.	275	7F-282; 7G-285
Propeller shaft, SAE No.	0 Taper	--
Carburetion	Holley 429 or Stromberg NA-R3 carburetor with 1-3/8 in. venturi	--
Ignition, dual	Scintilla MN-7D magnetos	--
Ignition timing, degrees BTC	25	7F-25 degrees; 7G-30 degrees
NOTES	1, 2, 3	1, 2, 4
Certification basis	Type Certificate No. 52	
Production basis	None. The manufacturer does not hold a production certificate for the production of engines under this type certificate and, therefore, each engine so produced is subject to a detailed inspection for workmanship and conformity with the approved data by a Civil Aeronautics Administration Agent. In addition, the engine must have a satisfactory run-in including 5 hours at rated power and speed. Upon satisfactory completion of the above, the agent will tag the engine with Tag Form ACA 186.	

NOTE 1. Maximum permissible cylinder head, barrel, and oil inlet temperatures 550 degrees F., 325 degrees F., and 200 degrees F., respectively.

NOTE 2. Certain engines of these models have been manufactured by both Ken Royce Aircraft Engine Company and Rearwin Aircraft & Engine, Inc., and are eligible bearing nameplates of either of the companies.

NOTE 3. Includes Model 110 7DF with improved type cylinder heads, barrels, pistons and valves, with take-off and maximum continuous, rating of 110 hp at 2100 rpm, and weight of 282 lbs. (dry).

NOTE 4. Model 7G, similar to Model 7F, incorporates automatic valve gear lubrication.